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25 YEAR RE-REVIEW

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REPORT

COUNTRY USSR (Tambov Oblast)

DATE DISTR. 23 Dec 1954

SUBJECT Turmasovo Airfield near Michurinsk

NO. OF PAGES 7

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

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Identification Data

1. Turmasovo Airfield was located between Michurinsk (N 52-54, E 43-30) and Turmasovo (N 52-56, E 40-33) along the Michurinsk-Tambov (N 52-43, E 41-27) railroad which bordered the southern limits of the airfield. See page 5, an overlay on AMS N 501, Tambov, NN 37-12, Scale 1:250,000, identified the following points:

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1. Double railroad, a part of the track system of the Kochetovka (N 52-58, E 40-30) railroad yards to and from work, along the railroad, aircraft flying around the airdrome site a few kilometers away. not able to see the airfield from any point along the railroad because of the tall hedgegroves, which grew adjacent to the tracks and obscured his view.

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2. Section No. 5 of the Kochetovka railroad yards In May 1952, Soviet Air Force troops were observed unloading one 20-ton capacity flatcar and one boxcar half-full of steel mats. these mats were to be used as metal runways at the Turmasovo and Nikiforovskiy airfields near Michurinsk. These steel mats arrived by rail from an unknown city north of Michurinsk. After they were unloaded at this point, they were loaded onto trucks. (See page 6 for sketch of steel mats.)

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3. Turmasovo, a small rural village.

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4. Double-track railroad, a cargo by-pass line to Tambov. This railroad was not plotted on available maps. Freight for Tambov was classified at the Kochetovka yards and was shipped over this track by-passing Michurinsk. The railroad presumably bordered the north side of the Turmasovo Airfield (Point 8.)
[redacted] 25X1
[redacted] it joined the Tambov tracks approximately one kilometer beyond the Turmasovo railroad station (Point 7).
5. Road, (continuation of Point 2) which ran parallel to the western flank of Turmasovo airfield. [redacted] this road while passing on the train from Michurinsk to Tambov. This road was believed to be an approach to the airfield. [redacted] Soviet Air Force troops in trucks along this road. 25X1
6. Double railroad between Michurinsk and Tambov. [redacted] Turmasovo Airfield while traveling along this railroad which was 800 m. away from the tracks. 25X1
7. The Turmasovo railroad station consisted of one three to four meter-high wooden building with a gabled metal roof and had no platform. Only local trains stopped here. [redacted] Soviet Air Force personnel at this station waiting for trains. They wore light blue shoulder boards with black trim. 25X1
8. Turmasovo Airfield.
9. Suburbs of Michurinsk.
10. Michurinsk.
2. See page 7, a [redacted] sketch of Turmasovo Airfield near Michurinsk, which [redacted] identified the following: 25X1
1. [redacted] could not determine the shape of the airfield, [redacted] believed it occupied an area of seven to eight miles in circumference.
 2. [redacted] several aircraft parked on the northwest side of field. The type of aircraft is indicated on the sketch. 25X1
 3. Five or six MIG-15 jet fighters were parked in this area on the field.
 4. A few aircraft, as indicated on the sketch, were parked here.
 5. Seven or eight training aircraft, as indicated on the sketch, were parked here.
 6. The shaded area indicates the landing and take-off area. [redacted] no idea of the construction material of the runway. [redacted] aircraft always landed north to south or south to north. 25X1
 7. Two stuccoed buildings with metal roofs, one of which was a radio station. These buildings were approximately 7 x 3 x 4 m. each.
 8. [redacted] several white tents at the southeastern edge of field. Each was two meters in height. 25X1

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9. Hedgegroves, three to four meters high which were parallel to the tracks. [redacted] 25X1

10. Double railroad between Michurinsk and Tambov. Source rode this railroad twice from Michurinsk to Tambov. The airfield began about 800 meters north of the tracks.

General Information

3. This airfield was operated by the Soviet Air Force. The headquarters were located in Michurinsk; it was not bombed during World War II.
4. Officers and airmen were quartered in Michurinsk. The airmen were billeted in two large barracks and the officers billeted in separate quarters, location unknown. [redacted] estimated the strength of the air troops at 2,000, excluding the officers. Airmen returned to Michurinsk from the airfield by truck each day; officers used motorcycles and passenger cars. Soviet Air Force personnel were identified by shoulder boards with a light blue background with black trimming. 25X1
5. [redacted] 25X1
6. Airfield was in use all year. [redacted] training flights made in PO-2 aircraft and also firing practice with towed bag-targets. [redacted] observed no jet aircraft flying activity until 1950. The jet aircraft were brought into Michurinsk on two-axle platform cars from the Kochetovka railroad yards. They came unassembled in large plywood boxes which were loaded on sleds pulled by diesel tractors and taken to the airfield. [redacted] identified these aircraft as MIG-15s when shown illustrations. 25X1
7. The topography of the surrounding area was grassy chernozem.
8. Aircraft parts were brought into Michurinsk by railroad from the Kochetovka railroad yards. [redacted] air force troops [redacted] accompanied these shipments; [redacted] did not know their ultimate destination. [redacted] observed six to seven tarpaulin-covered aircraft or an unknown type being shipped every week on platform cars to Voronezh for repairs; [redacted] air force troops [redacted] accompanied the shipments. [redacted] vacationing in Voronezh and learned [redacted] an aircraft repair plant was located in the city. [redacted] this plant was not destroyed during World War II. 25X1
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9. [redacted]
10. Aircraft fuel obtained from Michurinsk was delivered to the field by 2,000 to 2,500-capacity tank trucks.
11. [redacted] the airfield supplied its own electrical current because he saw no power lines in the vicinity. [redacted] not determine whether the field had landing lights because [redacted] 25X1
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12. The topography of the land around airfield was flat; no natural or artificial obstructions were visible in the vicinity.

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13. The airfield could be extended for an unknown distance east and west and possibly to the north; however, [redacted] could not determine the location of the railroad (see page 5, Point 4.) which was located north of the airfield.

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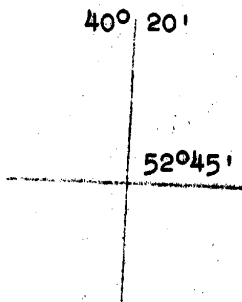
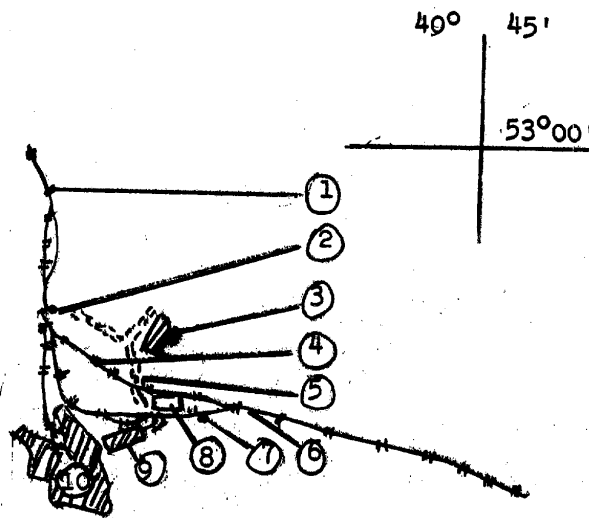
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Tambov

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Scale 1:250,000



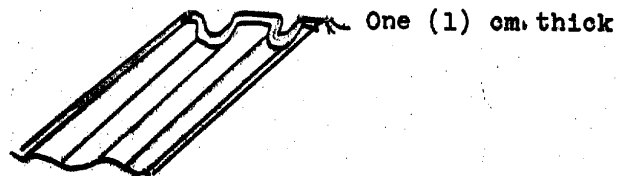
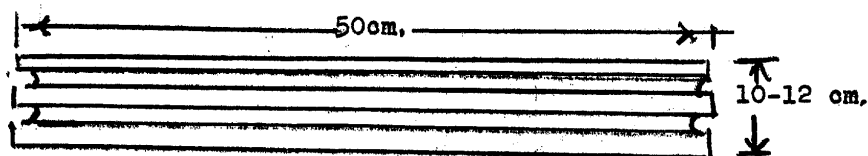
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Steel Matting used for runways
at Turmasovo and Nikiforovskiy Airfields
near Michurinsk



These mats were tied in bundles of 15-20 each

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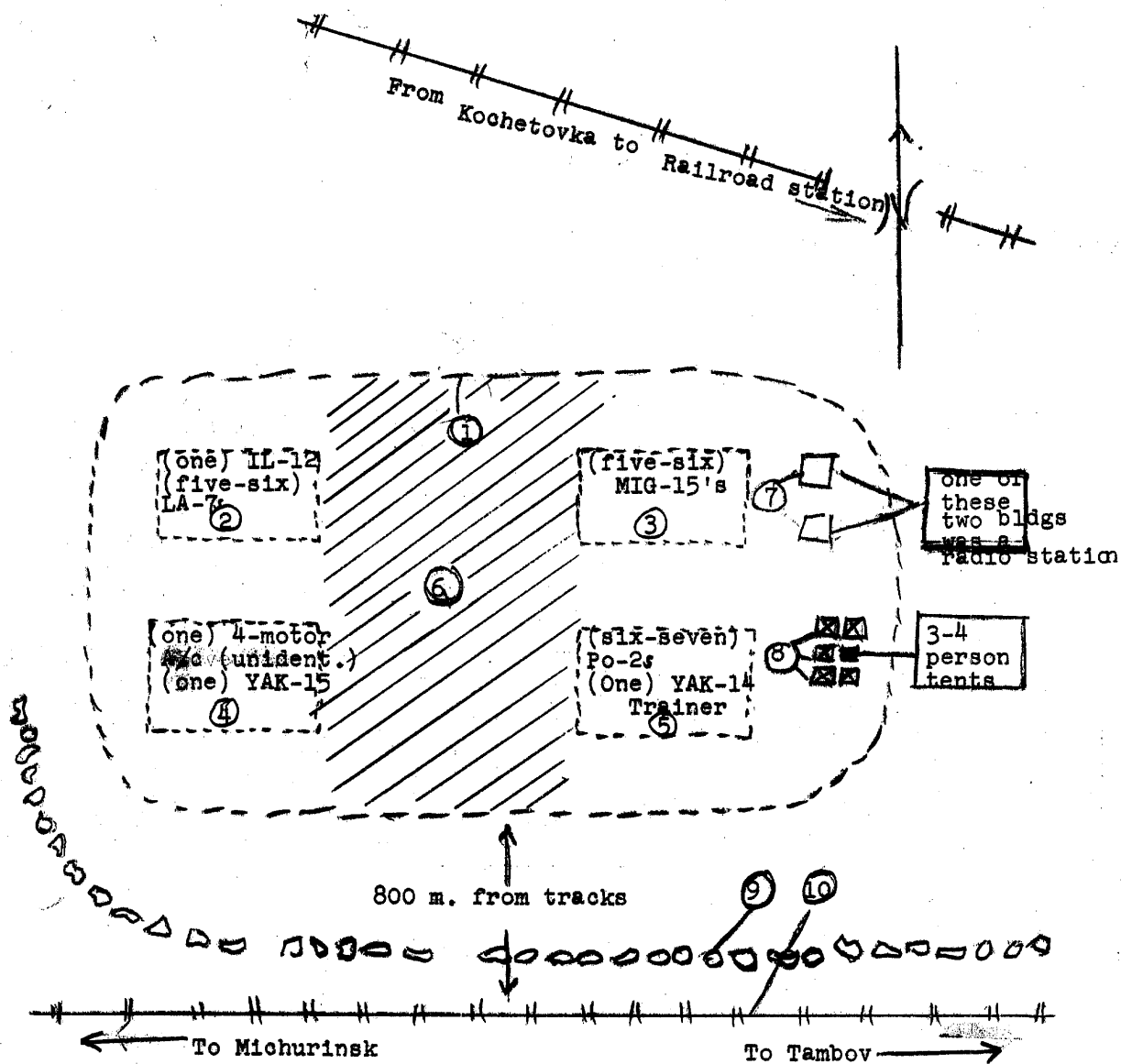
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Sketch of Turmasovo
Airfield near Michurinsk.

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